track so laid down shall be planked, and kept planked, between the rails at all times hereafter, to the satisfaction of the City Engineer, between Wellington and Talbot streets; (5) that all street crossings shall also be planked and kept planked at all times hereafter to the City Engineer's satisfaction; (6) that the Company shall keep watchmen on the crossings on Richmond, Clarence, Wellington, Waterloo and Colborne streets; (7) that neither trains nor cars shall be permitted to stand upon Bathurst street west of Wellington street, or upon Maitland street; (8) that cars shall not be loaded with goods or goods unloaded from cars upon Bathurst street west of Wellington street, or upon Maitland street; (9) that the Company shall, on or before the fifteenth day of January next, and before laying down its tracks upon the said highways, or either of them, procure a binding agreement to be entered into between it, the Credit Valley Railway Company and the Canada Southern Railway Company, providing that in the event of the London Junction Railway between London and Belmont being controlled by the Grand Trunk or Great Western Railways, or any other line of railway competing with the Canada Southern Railway other than Ontario and Quebec or Canadian Pacific Railway, or in the event of the last two companies, after getting such control, not giving the Canada Southern Railway Company reasonable traffic facilities, that the Canada Southern Railway Company on making connection with Belmont from its present line (the Credit Valley Railway Company agreeing not to oppose the application for a charter for such line) shall have full running powers over and use of the said The London Junction Railway Company's line between Belmont and London, and of all sidings and appurtenances used in connection therewith, by any railway company getting such control, and which may be convenient or necessary for the Canada Southern Railway Company's business in London or on the line of the London Junction Railway, and that in the meantime such reasonable traffic facilities shall be furnished to the Canada Southern Railway Company, the terms of such traffic facilities and running powers to be such as shall be satisfactory to the City Solicitor, who shall be at liberty to consent to any such terms as shall be approved of by the Canada Southern Railway, and such agreement to continue for at least twenty-one years from the day before the execution thereof, and providing also that in the even of the Canada Southern Railway Company not obtaining such charter, any other company obtaining it and building the said line from Belmont to the Canada Southern Railway shall have the same rights of running powers as hereinbefore mentioned.

On the second reading of the by-law, Ald. Hyman moved, seconded by Ald. Birrell, "that Colborne street be substituted for Maitland street." Carried.

On motion it was agreed to hear the parties for and against the granting of the privilege asked alternately.

Moved by Ald. Macbeth, seconded by Ald. Hunt, that in the opinion of this Council the rights granted to the London Junction Railway Company to lay their tracks along Colborne and Bathurst streets ought to be granted only conditionally upon the property owners along the said streets being idemnified for the damage if any done to their properties by the laying of said tracks, and that this Council pledges itself to apply to the Legislature, if necessary, for authority to compensate such owners of the premises in the same way as nearly as may be as in the case of an arbitration with regard to lands injuriously affected under the Municipal act, and to use its best endeavors to procure an act for that purpose to be passed.

Ald Pritchard moved, seconded by Ald. Higgins, that this by-law shall have no effect until a competent court of arbitration decides what amount of compensation each property holder is entitled to for depreciation of his property, and then only when proper security is given for same.

Ald Higgins moved, seconded by Ald. Jones, that the Council adjourn. Lost.

Mayor Meredith left the chair and called Ald. Pritchard thereto.

Ald. Macbeth's motion was then put and carried on the following division:—

Yeas—Hunt, Birrell, Hyman, O'Meara, Murray, Beattie, Crawford, Boyd, Buckle, Macbeth, Peel, Ferguson—12

Nays—Pritchard, Jones, Taylor, Skinner, Higgins, Browne, Minhinnick, Becher, Sharman—9

Ald. Pritchard's amendment was then put and lost.

Ald. Browne's amendment, to defer the matter till next meeting, was also lost.

Moved by Ald. Higgins, seconded by Ald. Browne, that the London Junction Company be not allowed to lay their track on any street in the city, but that they be compelled to purchase the right of way. Lost.

Moved by Ald. Pritchard, seconded by Ald. Skinner, that the by-law be referred